

**Northgate Area Comprehensive Plan  
Transportation Vision, Policy and Implementation Guideline Overview**

**Vision** Transform a thriving, but underutilized, auto-oriented office/retail area into a vital, mixed-use center of concentrated development surrounded by healthy single family neighborhoods. The heart of the vision can be summarized in three key categories: transportation, land use & open space.

- **Transportation:** Accommodate more person-trips than vehicle trips by creating a transit-supportive environment & providing for pedestrian & bicycle travel. Development must include safe & convenient pedestrian walkways, place key destinations within walking distance of each other, include open space & other amenities that help create destinations that are attractive to pedestrians & transit riders.
- **Land Use:** Concentrate development with densities sufficient to support transit, encourage maximum development in the core, cause new development to locate close to transit stops & to provide good pedestrian & bicycle connections. Encourage smaller scale commercial activity with a mix of uses outside the core.
- **Open Space:** Planning for open space of sufficient quantity, quality & variety, and for an extensive pedestrian network are essential components of the Plan's commitment to offset the environmental impact of dense development and to provide for the open space needs of the area's population.

**Policy 1.** A Northgate Overlay District shall be created to address the special characteristics of development in the area.

Special regulations shall augment the development standards of the underlying zoning within the Northgate area to more actively promote realization of specific Northgate area policies. The Overlay is needed to ensure that additional development occurs in a transit supportive manner, to allow the City to focus growth near infrastructure investments including a regional high capacity transit (bus or rail) system, feeder bus service, improved bicycle and pedestrian circulation, and High Occupancy Vehicle (HOV) lanes.

**Policy 2.** The Land use pattern in the Northgate area should concentrate employment activity where the infrastructure and transportation system can best accommodate it.

**Policy 4.** Additional multifamily housing opportunities for households of all income levels shall be promoted to the extent that a compatible scale and intensity of development can be maintained with adjacent single-family areas.

The most significant increase in housing opportunities shall be provided within the core, where residents in new households will be able to walk to employment locations and will have easy access to transit serving other employment centers in the region.

Outside the core, new housing will be encouraged in existing multifamily and commercial zones where there is an existing mix of uses, and where residents will have an opportunity to walk to commercial services.

**Policy 6:** The efficiency of the transportation system shall be maximized by accommodating more person trips rather than more vehicle trips.

- I.G. 6.1: Require a transportation management program (TMP) for reducing the number of single-occupant vehicle (SOV) trips generated by new development.
- I.G. 6.2: Strongly encourage a Northgate Area Transportation Management Association (TMA) to assist developers, property owners, and employers in achieving Northgate trip reduction goals.
- I.G. 6.3: Create a safe and convenient environment for bicycling to increase the use of bicycles to destinations in the Northgate area.
- I.G. 6.4: Monitor vehicle trip reduction in the Northgate area.

**Policy 7:** Enhance transit service and facilities to make it a more attractive travel mode for persons living and working in the Northgate area.

- I.G. 7.1: Increase transit service to the Northgate Transit Center from surrounding neighborhoods and major destinations.
- I.G. 7.2: Expand HOV facilities.
- I.G. 7.3: Encourage Transit Access.
- I.G. 7.4: Centralize Park and Ride lots.
- I.G. 7.5: Provide Bus Shelters.
- I.G. 7.6: Increase the Number of Transit Streets.

**Policy 8:** Increase pedestrian circulation with an improved street level environment by creating pedestrian connections that are safe, interesting, and pleasant.

To reduce the reliance on vehicles, the Plan seeks to create a pedestrian system that encourages people to walk and use transit to and within the core. The purpose of the pedestrian circulation system is to: make it easier and more attractive to walk between transit service and the residential and commercial areas; reduce the dependency on using a vehicle to travel within the Northgate area; increase access by providing pedestrian links to and between major destinations; improve pedestrian connections between the core and surrounding neighborhoods; create a pedestrian spine along a Third Avenue NE alignment to connect multifamily development, the Mall and office uses with each other and with the Transit Center.

- I.G. 8.1: Develop a Pedestrian Circulation System.
- I.G. 8.2: Designate Pedestrian Streets.
- I.G. 8.3: Reduce Pedestrian/Vehicular Conflicts.
- I.G. 8.4: Develop Green Streets.
- I.G. 8.5: Class III Boulevard. (Wallingford/College Way/Meridian)
- I.G. 8.6: Special Landscaped Arterials. (5<sup>th</sup>, Roosevelt & 15<sup>th</sup>)

**Policy 9:** Manage parking supply, location and demand to discourage the use of single occupant vehicles, and to improve short-term parking accessibility for retail customers, patients, and visitors, without undermining transit or HOV usage, or detracting from the creation of an attractive pedestrian environment.

- I.G. 9.1: Establish Minimum & Maximum Parking Requirements.
- I.G. 9.2: Permit Certain Exceptions to Parking Requirement.
- I.G. 9.3: Control the Amount of Surface Parking.
- I.G. 9.4: Floor Area Ratio (FAR) Exclusion for Structured Parking.
- I.G. 9.5: Develop a Public Parking Garage in the Core.

**Policy 10:** Reduce the impact of increases in traffic volume by minimizing conflicts with local access streets, and improving traffic flow, circulation and safety, without increasing vehicular capacity.

- I.G. 10.1: Improve HOV Access.
- I.G. 10.2: Modify Northbound I-5 On-ramp at Northgate Way to Include a Second Ramp at NE 107<sup>th</sup> Street.
- I.G. 10.3: Improve Arterial Traffic Flow and Operations.
- I.G. 10.4: Traffic Circulation will be directed onto Arterials to Protect the Neighborhood from the Avoidable Intrusion of Through Traffic.

**Policy 11:** Development of a high capacity transit station shall be designed to minimize impacts on surrounding neighborhoods by emphasizing non-motorized access, transit supportive land uses, and an attractive pedestrian environment at and near the station.

- I.G. 11.1: Concentrate development within the Northgate core with adequate intensity to support frequent transit service. The most intense uses should be sited within ¼ mile of the station.
- I.G. 11.2: Encourage pedestrian access to the transit station by creating an attractive, safe pedestrian environment.
- I.G. 11.3: A high capacity transit station shall be accessible to residents of the surrounding communities.

**Policy 12:** A system of open spaces and pedestrian connections shall be established to guide acquisition, location, and development of future open space and to establish priorities for related public improvements.

It is the City's policy to provide open space adequate to meet the needs of the population drawn to an area by new development. The open space system described in this Plan shall provide a framework for determining the appropriate size, location, character, function, and distribution of open spaces throughout the Northgate area.

**Policy 16:** The City should explore and develop a variety of strategies for financing the implementation of this plan.

- I.G. 16.1: Street Project Contract Improvement.
- I.G. 16.2: Local Improvement Districts.
- I.G. 16.3: Northgate Open Space Fund.
- I.G. 16.4: Transit Operations.
- I.G. 16.5: SEPA Conditions: The following implementation guidelines are designed as the basis for the exercise of substantive SEPA authority pursuant to SMC 25.05.665.C: implementation guidelines 4.3, 8.3, 10.3, 10.4, 11.1, 11.2, 11.3, and 14.1.

Implementation guidelines 8.3, 10.3, and 10.4 supercede SMC 25.05.675R, the SEPA policy on Traffic and Transportation, as a basis for the exercise of substantive SEPA authority to mitigate a development's contribution to off-site traffic impacts that are within the scope of the impacts identified in the EIS for this plan. SMC 25.05.675R shall continue to be a basis for the exercise of substantive SEPA authority to mitigate on-site impacts and any off-site impacts that are not identified in the EIS for this plan.

For the purpose of this policy, traffic impacts to streets or intersections that are adjacent to the block upon which proposed development is to occur shall be identified and mitigated in the same manner as on-site impacts.